GOVERNMENT OF INDIA
CIVIL AVIATION
LOK SABHA

UNSTARRED QUESTION NO:3139
ANSWERED ON:20.03.2008
AIR SAFETY
Singh Shri Mohan

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of aircraft compelled to undertake emergency landing to avoid mid-air collisions at various airports in the country during the year 2007;

(b) whether there is always possibility of mid-air collision between the aircrafts hovering for landing above the airport at same time at same height;

(c) if so, reasons therefor and the efforts being made to avoid accidents;

(d) whether the Government proposes to streamline the safety measures in landing and taking off of flights at various airports in the country, particularly in Delhi; and

(e) if so, the details thereof?

Answer

MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF CIVIL AVIATION(SHRI PRAFUL PATEL)

(a):- No aircraft was compelled to undertake emergency landing to avoid mid air collisions at any airport in the country during the year 2007.

(b)and(c):- No,Sir.Various mandatory standard separations are prescribed for the aircrafts hovering for landing above the airport.Even while maintaining the same height at the same time,a lateral separation is provided to ensure standard separation between the aircrafts. The standard vertical separation minima required between two aircraft is 1000 feet.In RADAR environment the lateral separation between two aircraft required is 5 Nautical Miles(NM) within a radius of 60 NM around the airport.Either of the two separation(vertical o r lateral)between two aircraft is provided at any point of time.It is mandatory to install Airborne Collision Avoidance System (ACAS) on aeroplanes,which enables the pilots to have a position picture of all aircraft in his vicinity, their reference height and distance from his aircraft.

(d)and(e):- Standard operating procedures (SOP) are regularly formulated and revised depending upon Air Traffic and Safety requirements.The following steps have been taken to enhance safety level and prevent recurrences

(i)modernisation of Air Traffic Services,

(ii) implementation of Safety Management System at Indira Gandhi International(IGI)Airport to mitigate the risk of accident/ incident,

(iii)implementation of flexible use of airspace for reducing traffic congestion in airspace

(iv)modification of SOP/co-ordination procedure for simultaneous runway operations.As per the new procedure one runway is used exclusively for arrival and the other for departure.